

## 15.0 GLOSSARY

**50-Year Storm** – A design level to accommodate a rainfall pattern having a 50-year return period, or a 50-year recurrence interval. It is also a storm that has a two percent chance of occurrence, on the average, within any given year. The 50-year storm occurs over a specified time period, such as 24 hours or six hours.

**100-Year Flood Elevation** – The peak elevation the water will reach during a 100-year recurrence interval flood (one percent chance, on the average, flood event).

**APE** – Area of Potential Effect.

**Bank Full Flow** – The stream flow level that just fills the active channel of a stream without overflowing its banks. This level is generally in the range of from a two-year to a 10-year recurrence interval flow (i.e., a 50 percent to a 10 percent chance event).

**Berm** – A linear elevated earthen structure designed to control water runoff, reduce noise levels, or block the line of site between two land uses.

**Braiding** – Describes the situation where a freeway ramp crosses over another freeway ramp on a bridge.

**Capacity** – The maximum number of vehicles that can pass through a specific roadway location in a given period of time. Capacity is often stated in terms of a maximum associated with a specific Level of Service.

**Clear Zone** – The unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles. The traveled way does not include the roadway shoulders.

**CO** – Carbon Monoxide.

**Collector-Distributor (C-D) Road** – A roadway that combines several entrance and/or exit ramps to remove weaving from the freeway through lanes.

**Collector Street** – Surface streets providing land access and traffic circulation service within residential, commercial, and industrial areas.

**CSAH** – County State Aid Highway.

**Cut Section** – A roadway segment constructed through or along an elevated portion of the surrounding landscape.

**dB (decibel)** – A unit for expressing the relative intensity of sound.

**DEIS** – Draft Environmental Impact Statement.

**Directional Ramp** – A freeway ramp that provides a direct connection between two highways.

**ESA** – Environmental Site Assessment.

**Eutrophic** – A body of water with high levels of dissolved nutrients (phosphorous), often shallow with a seasonal deficiency in dissolved nutrients.

**FEIS** – Final Environmental Impact Statement.

**Grade Separation** – Describes the situation where a bridge is used to separate the crossing of two roadways or a roadway and a railroad line.

**High Occupancy Vehicle (HOV)** – Any motor vehicle carrying at least two persons.

**Hoop Ramp** – A freeway ramp that connects to a street parallel to the freeway.

**Horizontal Alignment** – The series of curves and lines that define the centerline of a roadway.

**Impervious** – A surface not conducive to penetration by water or other substances.

**Intelligent Transportation System (ITS)** – Involvement of advanced technologies in managing transportation facilities and providing information to transportation system users. Formerly called Intelligent Vehicle Highway System (IVHS).

**LAWCON** – Land and Water Conservation Program (federal).

**Level of Service** – A method of describing the quality of traffic flow on a roadway. Level of service (LOS) is typically reported using the letter grades A through F which correspond to the following operating conditions:

- LOS A – Free-flow conditions, light traffic, essentially no restrictions on ability to maneuver, high operating needs.
- LOS B – Stable-flow conditions, moderate traffic, slight decline in maneuverability.
- LOS C – Stable flow, but speeds and maneuverability are clearly affected by other vehicles. Speeds are affected by the presence of other vehicles. The general level of driver comfort and convenience declines noticeably at this level.
- LOS D – High density, but stable flow. Speed and ability to maneuver are severely restricted. Traffic flow is likely to be affected by minor disruptions or small increases in volumes.
- LOS E – Unstable traffic flow with heavy traffic at or near the roadway capacity. Speeds are reduced to a low, but relatively uniform volume. Freedom to maneuver within the traffic stream is extremely difficult. Driver comfort and convenience are extremely poor. Operations are unstable, because small volume increases or incidents will result in a breakdown in flow.
- LOS F – Forced or breakdown flow. Traffic is queued with stop-and-go conditions.

**LGU** – Local Government Unit.

**Local Street** – Roadways used primarily for direct access to residential, commercial, and industrial land uses.

**Mainline** – The through traffic lanes on a freeway.

**Minor Arterial** – Roads that serve through traffic and also provide some access to abutting property.

**MPCA** – Minnesota Pollution Control Agency.

**Nose** – The point where a ramp intersects with a freeway.

**Peak Hour** – The hour of the day with the maximum traffic volume.

**Permeability** – The degree to which water or other substances transfer through soil or other surfaces.

**PMT** – Project Management Team (I-494).

**Primary System** – Includes the major transportation facilities in the metropolitan highway system (i.e., interstate freeways, state limited access highways, and expressways).

**Principal Arterial** – Roads primarily servicing through traffic flow.

**RCP** – Reinforced concrete pipe.

**RGU** – Responsible Governmental Unit.

**Rural Section** – A roadway alignment with a median and shoulder open ditch (overland) storm water drainage system.

**SHPO** – State Historic Preservation Office.

**Side Slopes** – The slopes outside of the roadway shoulder.

**Sight Distance** – The distance a driver can see the road or other object ahead.

**Sight Triangle** – An area defined in the vicinity of an intersection through which a driver must have a clear view in order to safely operate his vehicle.

**Stage Increase** – Rise in elevation of the water surface.

**Storm Drain Laterals** – Pipes in a storm drainage system running perpendicular to and underneath a roadway.

**Superelevation** – The banking of the roadway to counteract the centrifugal force experienced by a vehicle traveling through a curve.

**TEA-21** – Transportation Equity Act for the 21st Century.

**TH** – Trunk Highway.

**Transportation Management Organization (TMO)** – Private or public-private partnerships focusing on travel reduction measures and maximizing the effectiveness of existing transportation facilities.

**Transportation System Management (TSM)** – Program measures to maximize the effectiveness of transportation systems (HOV bypass lanes, ramp meters, changeable message signs).

**Travel Demand Management (TDM)** – Measures and techniques designed to reduce single-occupant vehicles (e.g., car/van pooling incentives, mass transit programs and promote travel activity during off-peak traffic times rather than peak times).

**Urban Section** – A roadway alignment with a curb/gutter and pipe storm water drainage system.

**Vertical Clearance** – The distance between the roadway surface and an overhanging structure such as a bridge or sign.

**Vertical Curves** – A parabolic curve used to connect grades of different slope to avoid the sudden change in direction in passing from one grade to the other.

**WCA** – Wetland Conservation Act.

**Weaving Section** – Weaving occurs when traffic entering the freeway must cross traffic exiting the freeway. The area where this weaving occurs is called the weaving section.

**Weir** – A dam in a body of water designed to raise the water level or divert its flow.